3: Leyburn Z-4, 5 (no date) 1966
SV3 Haiti SV3

under Toussaint. The ravages of warfare were partially repaired, so that commerce once again appeared at the seaports. English, American, Danish, Swedish, and German vessels now shared what once the French had monopolized. Toussaint's export duties of ten per cent on sugar, coffee, cotton, and cacao were kept by Dessalines, and import duties likewise remained just about the same as formerly: twelve per cent.

A strange stopgap trading scheme was devised. Dessalines named the specific ports at which foreign ships might enter, then established a number of Haitian "consignees" at each of these ports. Numbers were given to each of these men. The first ship which entered the harbor was consigned to the shop of the trader having Number 1, the second to Number 2, and so on until each consignee had dealt with a foreigner, when Number 1 would receive the right to a second ship's cargo.[1] The captain of a vessel sent to Haiti did not know until his arrival in port who would be his consignee. If the probity of the Haitian merchant to whom fate assigned the captain did not inspire confidence, he was not obliged to sell goods to him—but was prohibited from selling them thereafter anywhere else in the country.

In this system there was room for every sort of irregularity and graft. More often than not Dessalines gave the assignments to his favorites, this to a military leader, that to an administrative officer, the other to some simple citizen whom he wished to reward. Often two ships would appear on the horizon at the same time: a consignee would then rush to the officer of the port and promise him half or a quarter of his commission if he would assign the more important of the vessels to his own number; the officer would then order the richer vessel in first.

Violent discontent arose over this system, which meant great profit to the beneficiaries of the monopoly and nothing to those excluded from it. As usual under a rigid system, means were found to evade the monopoly. Foreign ship captains found it well worth their while to sell clandestinely to individuals not high in the favor of the Emperor. This smuggling increased, the captains being both ingenious and adaptable to the needs of their dealers; sometimes the trade was wholesale, sometimes retail. Naturally enough, the Emperor imposed heavy fines on the smuggling operations when detected, but the illicit trade did not cease.

1. This mode of consignment was sanctioned by a decree of Dessalines on September 6, 1805.